

those soldiers were not there, Saddam Hussein would control not only Kuwait but also Saudi Arabia, also the Emirates, and he would control 70 percent of the world's oil reserves. But even a withdrawal of American soldiers from the Arabian peninsula would not be enough. It would just whet the appetite of Osama bin Laden, who will not rest until every Arab leader who is even moderately pro-American is displaced and killed, including the entire Saudi royal family.

But even that would not placate bin Laden, who would demand not what Arafat is demanding with regard to Palestinian-Israeli relations but the total destruction of 5 million Israelis. But even that would only whet his appetite. Bin Laden will not rest until every girl in every part of the world is kicked out of school, until the concept of female illiteracy is enshrined worldwide. I do not think that appeasement of bin Laden is possible. But even if it were, if you can change American foreign policy in the Mideast by an act of great terror, then what about those who disagree with our policy in Colombia or Kosovo, Macedonia, Sumatra, Sri Lanka or Taiwan? If we establish the policy that terrorists can change our foreign policy, then every terrorist will try to control the only superpower by an act of super terror.

We must stand by our friends in the Middle East and show that we cannot be controlled by terrorists.

□ 2340

ASSISTING AIRLINES AND AIRLINE EMPLOYEES

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentlewoman from Texas (Ms. JACKSON-LEE) is recognized for 5 minutes.

Ms. JACKSON-LEE of Texas. Mr. Speaker, many times the legislative process proceeds as the American people watch, and there is sometimes much confusion. There is no obligation for any of us to take the added time that this House sometimes does not allow to be able to discuss a very important subject.

Because I come from an area that is heavily impacted, as I would imagine most of my colleagues, by the legislation that we have just passed, I believe it is important to discuss extensively in the brief time that I have, or at least broadly, the legislation that dealt with the Air Transportation System Stabilization Act that was debated today.

For the first time it appeared, since the heinous acts of September 11, 2001, that many Americans might say they were back to business as usual. There was a divided debate, I consider it a healthy debate, on the approach that we should take for something that all of us agreed with, that is, to provide assistance to the airline industry pursuant to the Federal actions that were

taken after the September 11, 2001, heinous terrorist actions.

We, the United States Government, grounded the airlines of America. Certainly we have the responsibility to compensate them for Federal actions that resulted in large losses of revenue. At the same time, let me say to the American people that that grounding also took into account the safety of Americans, to be able to protect them and to turn to the tragedies that occurred and to prepare ourselves for what should happen next.

I have no quarrel with the fact that we acted, and I certainly realize that we impacted those airlines as we did so. So this Air Transportation System Stabilization Act has merit from the perspective of giving direct aid to the airlines based upon accounted-for losses during that time.

But my question becomes, because no legislation is perfect, why there is such a disparate representation of those losses? The Democratic staff of the Joint Economic Council says that during that time frame, the airports or airlines lost \$360 million to \$1 billion. The aid that we have given them, direct aid, is \$5 billion. I would hope that helps to restore them, but I also hope that that may increase their generosity.

Why do I say that? Because the difficulty I have with the legislation today is that the broad concept of employees who may be laid off now or perspective, or for those employees who really want to have jobs, as opposed to unemployment insurance, what guarantee do we have that this airline industry will be sensitive, that they will pull their bootstraps, tighten their belt and work hard to reinvest in their airlines and build the airlines and build employment?

Loan guarantees in this legislation were \$10 billion. I would hope that as those particular support systems are in place, that we will find the airlines being able to sufficiently rebuild, that the laid off or furloughed employees will return.

There are hundreds of letters that I received, probably many from Continental Airline employees, all believing that this package was going to save their jobs. I pray to God that it will, because I want them to work and to have the ability to have a livelihood. But I am sure that many of them are not aware that this package does not carry with it any protections for workers.

That is why I supported the Hastings amendment that provided unemployment benefits, extended them from 26 to 78 weeks, a year-and-a-half, provided 26 weeks of unemployment insurance benefits for workers who would otherwise not qualify, possibly the skycaps or contract workers who are now suffering. What about our cab drivers, who cannot even afford to pay their daily rental fee? This Hastings amendment also extended job training benefits from 26 to 78 weeks so that we could re-

train individuals and also provided them with health care.

In addition, this bill could have been an omnibus bill and included the federalization of security. It did not. To my traveling public, I say to you, get on the airlines. But I also say that we have the responsibility to work over a period of time to direct our attention towards security.

Then we also have the opportunity and the responsibility to ensure that we do not act in fear, we do not act recklessly; that we provide an overall bill that does two things, to keep the airlines strong, and, as well, keep the working people of America strong.

I would hope that this coming week we will make good on the promise of the gentleman from Illinois (Speaker HASTERT) and as well our leader, the gentleman from Missouri (Mr. GEPHARDT). We will pass real worker assistance so the hundreds who have written me will have written me not only to support the airline industry, but as well to support the working people of America. I believe that this is crucial. I believe that we must do that, and that is the reason that I made the votes that I did, not voting for the martial law, wanting to extend the time of debate, but supporting the legislation and as well the motion to recommit to protect the American workers.

ASKING FOR COMMON SENSE AND REASON

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Georgia (Ms. McKINNEY) is recognized for 5 minutes.

Ms. McKINNEY. Mr. Speaker, our Armed Forces are poised to conduct military strikes in foreign lands. My own State of Georgia is contributing significantly to our overseas forces with troops being committed from the 116th Bomber Wing, the 117th Air Control Squadron, the 293rd MP Company from Fort Stewart in Augusta, and the 224th Joint Communications Support Squad, Brunswick, Georgia. And I have no doubt that men of the elite 75th Ranger Battalion from Fort Benning are currently or soon will be deploying overseas.

Our Nation suffered a terrible injury last week with the attacks in New York, Washington, D.C. and Pennsylvania. Many thousands of our innocent civilians were unjustly taken from their families and loved ones, and we as a Nation must now respond. But just how we should do that, both internationally and domestically, is now giving rise to considerable debate.

We have heard the Bush Administration's call to arms to fight the first war of the 21st century. I understand that our Nation's full military resources are soon to be turned against not just the terrorists responsible for last week's attack, but international terrorism generally. Our intelligence agencies have allegedly identified terror cells in some 60 countries, and that